

March 2, 2020

Aviation Advisory Commission
Camarillo Airport Authority
555 Airport Way, Suite B
Camarillo, CA 93010

Subject: Certification of Board Review of the Final Mitigated Negative Declaration (MND) for the CloudNine Hangar Development Project at Camarillo Airport; Find There Is no Substantial Evidence the Project Will Have a Significant Effect on the Environment; Approval of the Project and Adoption of the Final MND and Mitigation Monitoring Plan; and Authorization for the Director of Airports or Designee to Sign and File the Notice of Determination; Designate the Clerk of the Board as the Custodian of Records for the Proceedings.
(Exhibit 1 available for review on the Department of Airports website www.ventura.org/airports)

Recommendations:

Staff requests that your Commission/Authority recommend that the Board of Supervisors (Board):

1. Certify that the Board has reviewed and considered the information contained in the CloudNine Hangar Development Project (Project) Final Mitigated Negative Declaration (MND) and the Mitigation Monitoring Program (MMP) (Exhibit 1) and has considered all comments received.
2. Find that, on the basis of the whole record before the Board, including the Initial Study and public comments received, there is no substantial evidence the Project, as mitigated, will have a significant effect on the environment, and the Final MND reflects the independent analysis and judgment of the Board.
3. Approve and adopt the Final MND and MMP (Exhibit 1) and incorporate the Final MND mitigation measures into the Project.
4. Certify that the Final MND has been completed in compliance with the California Environmental Quality Act (CEQA) and the County of Ventura Administrative Supplement to the State CEQA Guidelines.
5. Designate the Clerk of the Board as the Custodian of Records for the proceedings in this matter.
6. Authorize the Director of Airports or designee to sign and file the Notice of Determination.

Fiscal/Mandates Impact:

Costs to the Airport Enterprise Fund associated with the implementation of the mitigation measures identified in the MND are currently undetermined. However, costs are anticipated to be minimal because the project is the responsibility of a third-party developer, and the role of the Department of Airports will be limited to one of oversight to ensure the mitigation measures are implemented by the developer as recommended.

Discussion:

Before you, for your review and consideration, is a Final MND to satisfy the requirements of CEQA, Public Resources Code Section 21000 et seq., for the CloudNine hangar development project at Camarillo Airport.

The project consists of the development of approximately seven acres of open land on the northeast quadrant of the Camarillo Airport with four private commercial hangars and offices, under a lease with the County. Total building area proposed for the project is 100,800 square feet (sf) of hangar space and 20,650 sf of hangar office space. Other elements of the project include:

- A two-way vehicle driveway from Las Posas Road.
- Approximately 100,000 sf of landscape, hardscape, and vehicle parking and driveways. On-site vehicle parking north of the hangars, including 114 standard stalls and six Americans with Disabilities Act (ADA)-compliant stalls.
- An aircraft ramp (or apron) on the south side of the hangars and reconstruction of a portion of an existing taxiway south of the ramp.
- Two fuel truck parking locations with a concrete block screening wall.
- Measures to avoid or reduce wasteful, inefficient, and unnecessary consumption of energy, including photovoltaic roof panels.

The project does not involve any changes to the runway or type of aircraft that can access the existing airport facilities. The project is intended to develop hangars consistent with the Camarillo Airport's current and planned operations and within all legal restrictions under which the Camarillo Airport currently operates, including the 1976 Joint Powers Agreement between the County and the City of Camarillo.

MND SUMMARY

The Final MND:

1. Concludes that the construction of the project will not have any significant immitigable environmental impacts;
2. Identifies six areas with project-specific impacts that require mitigation;
3. Identifies and describes mitigation measures for the project-specific impacts and their implementation in the Mitigation Monitoring Reporting Program (MMRP).

The following mitigation measures for air quality, biological resources, liquefaction, expansive soils, subsidence, and transportation/circulation have been integrated into the project, and will reduce potentially significant impacts to a less than significant level:

- **Air Quality (Project-specific and Cumulative)** - Mitigation includes the use of Tier 4 emission standards in off-road construction equipment and compliance with Ventura County Air Pollution District Rules and Regulations.
- **Biological Resources (Project-specific and Cumulative)** - Mitigation includes avoidance and minimization measures to reduce potential direct or indirect impacts to special-status species or sensitive habitat.
- **Liquefaction (Project-specific)** - Mitigation includes incorporation of recommendations of the project-specific geologic/geotechnical report.
- **Expansive Soils (Project-specific)** - Mitigation includes incorporation of recommendations of the project-specific geologic/geotechnical report.
- **Subsidence (Project-specific)** - Mitigation includes incorporation of recommendations of the project-specific geologic/geotechnical report.
- **Transportation/Circulation (Cumulative)** - Mitigation is payment of County Traffic Impact Mitigation Fees.

The Mitigation Monitoring Program, pursuant to CEQA Guidelines Section 15097, is included in the Final MND. This program was designed to ensure CEQA compliance during project implementation.

CLOUDNINE PROJECT REVIEW PROCESS

In July 2011, with the support of the Aviation Advisory Commission and the Camarillo Airport Authority, the Board of Supervisors (Board) adopted a Master Plan Update for Camarillo Airport which included additional development of various types of aircraft hangars in the northeast corner of the airport, including four large commercial hangars.

Here are a few key milestones in the review and development of the project:

- 2016 CEQA certification by the Board for up to 118 County hangars and reserving space for approximately 100,000 sf of commercial hangars. AAC and CAA recommended approval.
- 2017 National Environmental Policy Act (NEPA) determination by the FAA for the development of hangars in the northeast corner of the airport, including a mix of executive, T-hangars, and large commercial hangars.
- 2018 approval by the Board of an Option Agreement and Lease Agreement with RKR, Inc. for development of commercial hangars in the northeast corner of the airport (this project). AAC and CAA recommended approval.

CEQA REVIEW – IS/MND

Pursuant to CEQA Guidelines Sections 15072 and 15073 a public review period was established from October 21, 2019 to November 20, 2019. A Notice of Availability and

Intent to Adopt a Mitigated Negative Declaration for the proposed project was published in the Public Notice section of the Ventura County Star on October 21, 2019 as well as on the County Department of Airports website. An extra 10-day review period was provided beyond the CEQA-mandated 20-day review period. Thus, the public notice exceeded CEQA requirements.

Further, all environmental-document notice requirements of the County's Administrative Supplement to the State CEQA Guidelines were met, including: 1) running of a legal notice in a newspaper of general circulation in the area affected by the project; 2) sending a copy of the public notice to all cities and counties that are adjacent to the unincorporated area of Ventura County (as outlined in Appendix B of the Administrative Supplement); and 3) posting of a copy of the public notice by the County Clerk and Recorder.

The Department of Airports accepted written comments on the draft MND during the public review period. A total of 101 written comments were received, with one comment letter from the City of Camarillo, one from a Camarillo Airport tenant's attorney, and other emailed comments from members of the public. All comments received during the review period, along with the Agency's response to the comments, are included in Appendix D of the Final MND (Exhibit 1).

Most of the public comments received did not directly address the draft IS/MND findings or the project itself but instead voiced unrelated opposition to the use of the airport by large aircraft such as the Boeing Business Jet, stated that the commenter did not know about the project, or requested more time for public comment. Comments related to Boeing Business Jets (a type of 737 aircraft) appear to have arisen due to confusion over whether this project was intended to facilitate these aircraft.

The project will not facilitate Boeing Business Jets because they will not fit in the project hangars, as designed. Nevertheless, because the Final MND evaluated environmental impacts that could result from the largest of the aircraft that fall within the Federal Aviation Administration's aircraft design category for Camarillo Airport, and because that category includes Boeing Business Jets, some commenters appear to have misunderstood the scope of the project. Boeing Business Jets may currently operate at the Camarillo Airport, provided they comply with the 115,000-pound weight limit in the 1976 Joint Powers Agreement between the County and the City of Camarillo. And, as the Final MND concludes, the operation of even Boeing Business Jets would not have a significant environmental impact. The CloudNine project will not alter, or require alteration of, either the aircraft design category or any aircraft restriction already in place.

Other comments raised general concerns related to the draft IS/MND findings regarding noise, vibration, air quality, traffic, operational safety and quality of life, but did not point to substantial evidence showing a significant impact from this project. Therefore, no mitigation is necessary because impacts from these potential effects were found to be less than significant.

Before the Airport Advisory Commission and Camarillo Airport Authority meetings, the Department of Airports made the proposed Final MND available on its website and provided notice of its availability via Camarillo Airport gate notices, on the Department of Airports website, and to those public commenters that requested notice and provided contact information (including email).

And finally, before any hearing before the Ventura County Board of Supervisors, a copy of the Notice of Intent (NOI) to adopt the proposed final MND, along with electronic or hard copies of the proposed final MND, will be distributed to responsible, trustee, and affected agencies, local jurisdictions, and appropriate state agencies, as required by CEQA. The NOI will be published in a newspaper of general circulation at least 10 days in advance of the public hearing and the NOI and proposed final MND will also be available for review online at the Airports' website, at the public counter of the Department of Airports offices and at the Camarillo Library.

If you have any questions concerning this item, please contact me at 388-4200.

A handwritten signature in black ink, appearing to read "Kip Turner", with a long horizontal flourish extending to the right.

KIP TURNER, C.M.
Director of Airports

Attachments:

Exhibit 1 – Final MND, including Initial Study and Mitigation Monitoring Program, comments and responses (available for review on the Department of Airports website www.ventura.org/airports)